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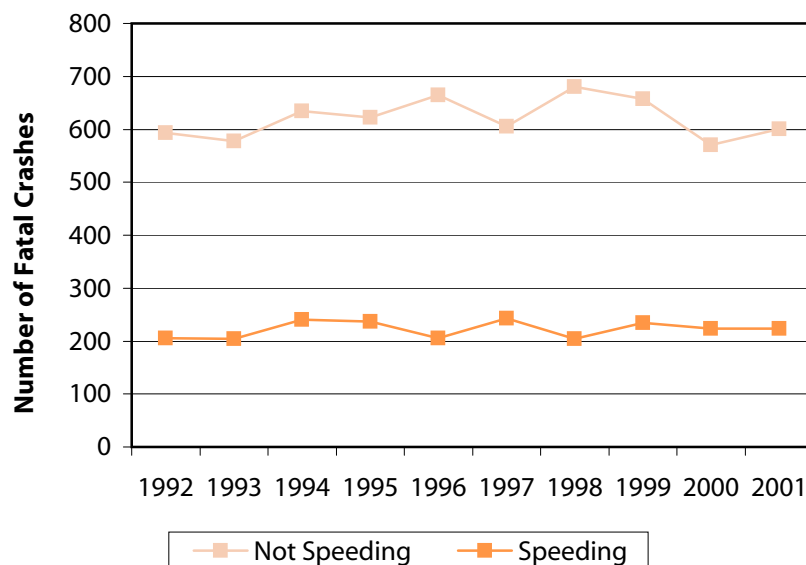
The definition of a speeding-related crash is when the driver was charged with a speeding-related offense or if an officer indicates that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

Speeding is one of the most prevalent factors contributing to traffic crashes. The National Highway Traffic Safety Administration (NHTSA) has determined that the economic cost to society of speeding-related crashes for the nation is estimated to be \$40.4 billion per year. For Indiana, the losses total an estimated \$220 million annually, or an estimated \$602,000 every day. In 2001, speeding in the nation was found to be a contributing factor in 30 percent of all fatal crashes and resulted in the loss of 12,850 lives. In Indiana, 27 percent of the fatal crashes involved speeding during 2001, and caused 224 deaths.

Speeding reduces the driver's ability to steer safely around curves or objects in the roadway, extends the distance necessary to stop a vehicle, and increases the distance a vehicle travels while the driver reacts to a dangerous situation.

The economic cost of speeding-related crashes is estimated to be \$220 million in Indiana each year.

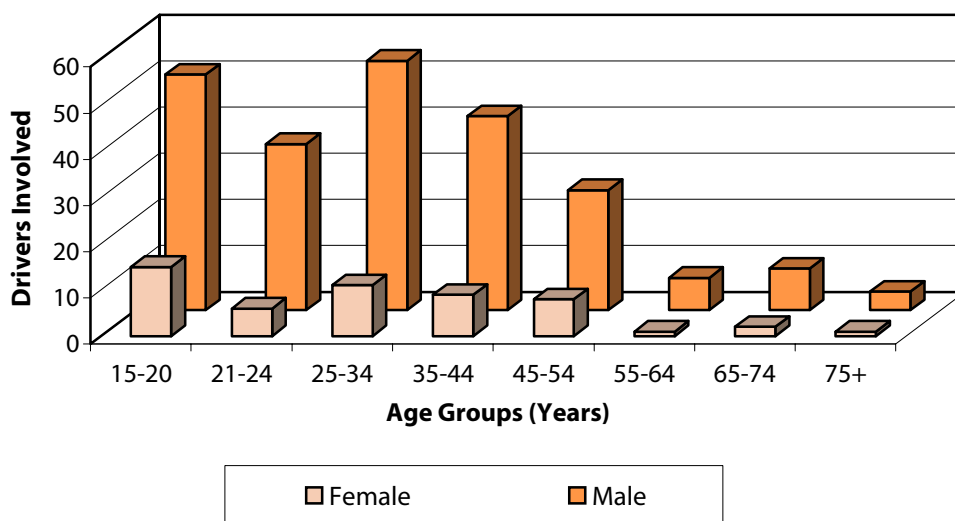
Figure 1: Fatal Crashes in Indiana by Speeding Status, 1992-2001



In 2001, 24 percent of male drivers 15–20 years old involved in fatal crashes were speeding.

For drivers involved in fatal crashes, young males are the most likely to be speeding. Nationally, the relative proportion of speeding-related crashes to all crashes decreases with increasing driver age. In Indiana during 2001, 24 percent (51 of 213) of the male drivers 15 to 20 years old who were involved in fatal crashes were speeding at the time of the crash, compared to 36 percent of that age group for all states. In Indiana, males age 25–34 had the highest fatality rate due to speeding—they were involved in 54 speed-related crashes that resulted in a fatality.

Figure 2: Indiana Speeding Drivers in Fatal Crashes by Age and Sex, 2001



In Indiana, (where seatbelt usage was known) only 32 percent of **speeding** drivers in 2001 under 21 years of age who were involved in fatal crashes were wearing their seatbelt. In contrast, 63 percent (80 of 127) of **nonspeeding** drivers involved in fatal crashes in the same age group were restrained. For drivers 21 years and older, 46 percent of **speeding** drivers involved in fatal crashes were using restraints at the time of the crash. Seventy four percent of female drivers involved in speeding-related crashes were restrained compared to males at only 40 percent. Among **nonspeeding** drivers in fatal crashes, 59 percent were restrained with females at 71 percent, and males at 55 percent.

In 2001, 18 percent of **speeding** drivers in Indiana involved in fatal crashes had an invalid license at the time of the crash, versus 10 percent of **nonspeeding** drivers. This compares very closely to the national numbers of 19 percent and 9 percent, respectively.

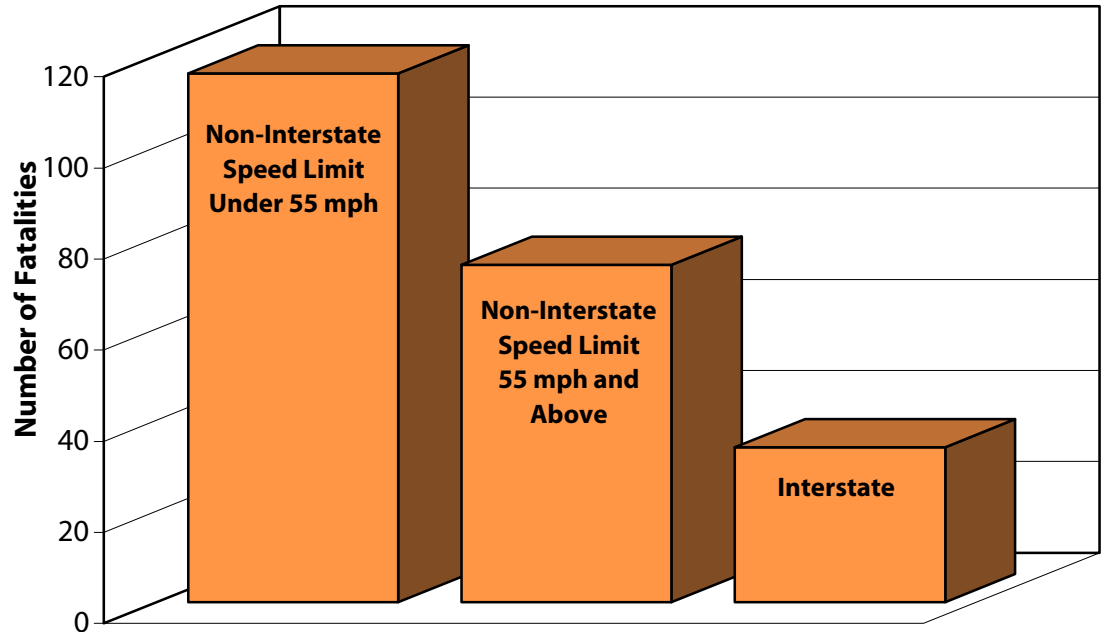
Speeding was a factor in 26 percent (173 of 668) of Indiana fatal crashes that occurred on dry roads in 2001, and in 29 percent (32 of 111) of those that occurred on wet roads. Likewise, excessive speeding was a factor in 53 percent (16 of 30) of the fatal crashes that occurred when there was snow or slush on the road and in 58 percent (7 of 12) of the fatal crashes on icy roads.

In 29 percent (7 of 24) of the fatal Indiana crashes that occurred in construction/maintenance zones in 2001, speed was cited as a factor.

In 2001, 85 percent of speeding-related fatalities in Indiana occurred on roads that were not Interstate highways.

In 2001, only 15 percent of speeding-related fatalities occurred on Interstate highways.

Figure 3: Speeding-Related Fatalities in Indiana by Road Type, 2001

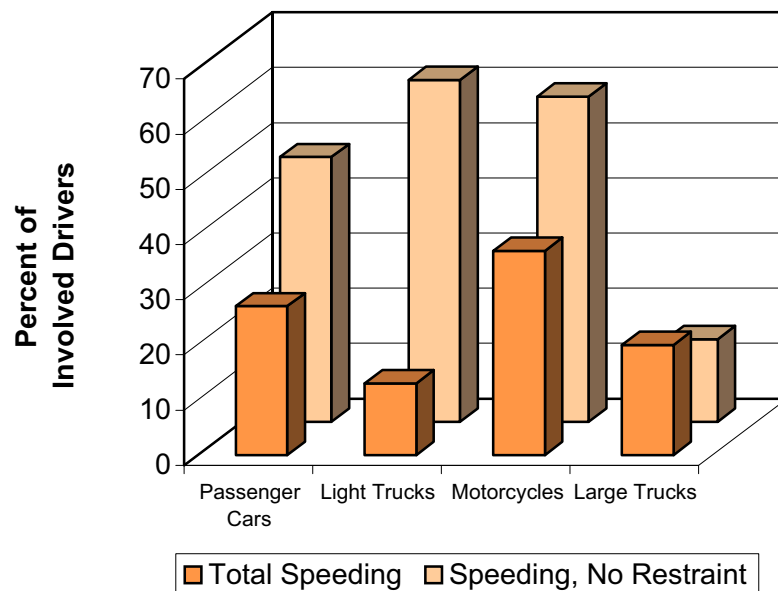


Higher speed limits do not necessarily yield a higher number of speeding-related fatal crashes. In 2001, 52 percent (116 of 224) of the speeding-related fatalities occurred on roads having a speed limit of 50 mph or lower.

Motorcycle drivers were found to be speeding in 37 percent (29 of 78) of the fatal crashes. Of the speeding motorcycle drivers, 59 percent (17 of 29) were not wearing helmets at the time of the crash.

In figure 4, passenger car drivers were found to be speeding in 27 percent of the fatal crashes in Indiana. Of that 27 percent of speeding passenger cars, 48 percent of the drivers were unrestrained.

Figure 4: Speeding, Restraint Use Among Drivers Involved in Fatal Crashes by Vehicle Type, 2001, in Indiana



Among all drivers in fatal crashes in 2001, those who were not speeding were much more likely to be wearing safety belts than those who were speeding.

Table 1. Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2001

County	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	<=55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
ADAMS	7	4	*	*	2	0	0	0	0	2
ALLEN	38	8	2	0	2	0	0	1	0	3
BARTHOLOMEW	16	2	0	0	0	0	1	0	0	1
BENTON	2	0	*	*	0	0	0	0	0	0
BLACKFORD	2	1	*	*	1	0	0	0	0	0
BOONE	11	3	1	0	1	0	0	1	0	0
BROWN	2	0	*	*	0	0	0	0	0	0
CARROLL	0	0	*	*	0	0	0	0	0	0
CASS	6	1	*	*	0	0	1	0	0	0
CLARK	10	2	0	0	0	0	2	0	0	0
CLAY	6	1	0	0	1	0	0	0	0	0
CLINTON	7	2	1	0	0	0	0	0	0	1
CRAWFORD	1	1	0	0	0	0	1	0	0	0
DAVISS	3	0	*	*	0	0	0	0	0	0
DEARBORN	12	3	0	0	0	0	1	0	1	1
DECATUR	4	0	0	0	0	0	0	0	0	0
DEKALB	9	3	1	0	2	0	0	0	0	0
DELAWARE	14	2	0	0	0	0	0	1	0	1
DUBOIS	3	0	0	0	0	0	0	0	0	0
ELKHART	32	11	0	0	7	0	2	1	0	1
FAYETTE	1	0	*	*	0	0	0	0	0	0
FLOYD	5	1	0	0	0	0	0	0	0	1
FOUNTAIN	3	1	0	0	0	1	0	0	0	0
FRANKLIN	5	0	0	0	0	0	0	0	0	0
FULTON	2	0	*	*	0	0	0	0	0	0
GIBSON	7	4	0	0	4	0	0	0	0	0
GRANT	17	3	0	0	2	0	0	0	1	0
GREENE	7	1	*	*	1	0	0	0	0	0
HAMILTON	22	2	0	0	0	2	0	0	0	0
HANCOCK	7	1	0	0	0	0	1	0	0	0
HARRISON	13	4	0	0	2	0	2	0	0	0
HENDRICKS	14	6	0	0	2	1	0	3	0	0
HENRY	10	5	0	0	4	0	0	1	0	0
HOWARD	20	5	*	*	2	1	1	0	1	0
HUNTINGTON	7	1	0	0	1	0	0	0	0	0
JACKSON	10	0	0	0	0	0	0	0	0	0
JASPER	9	1	1	0	0	0	0	0	0	0
JAY	4	2	*	*	1	0	1	0	0	0
JEFFERSON	4	2	*	*	1	0	0	0	1	0
JENNINGS	7	0	*	*	0	0	0	0	0	0
JOHNSON	14	4	0	0	2	1	0	1	0	0
KNOX	8	1	*	*	0	0	1	0	0	0
KOSCIUSKO	13	3	*	*	2	0	1	0	0	0
LAGRANGE	15	1	0	0	0	0	0	0	1	0
LAKE	61	23	2	7	0	0	4	2	3	5

Table 1. Speeding-Related Traffic Fatalities by Road Type and Speed Limit, 2001 (continued)

County	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	<=55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
LAPORTE	22	8	1	0	5	0	0	0	1	1
LAWRENCE	12	4	*	*	0	0	0	0	4	0
MADISON	17	2	1	0	0	0	0	0	0	1
MARION	92	27	1	5	1	0	1	10	6	3
MARSHALL	6	2	*	*	2	0	0	0	0	0
MARTIN	2	0	*	*	0	0	0	0	0	0
MIAMI	6	1	*	*	0	0	0	1	0	0
MONROE	3	2	*	*	0	1	0	0	1	0
MONTGOMERY	14	0	0	0	0	0	0	0	0	0
MORGAN	9	1	0	0	0	0	1	0	0	0
NEWTON	4	1	1	0	0	0	0	0	0	0
NOBLE	6	1	*	*	0	0	0	0	1	0
OHIO	1	0	*	*	0	0	0	0	0	0
ORANGE	8	2	*	*	0	2	0	0	0	0
OWEN	2	0	*	*	0	0	0	0	0	0
PARKE	5	1	*	*	0	0	0	0	0	1
PERRY	2	1	1	0	0	0	0	0	0	0
PIKE	7	0	*	*	0	0	0	0	0	0
PORTER	25	11	0	2	3	2	0	2	0	2
POSEY	5	1	0	0	1	0	0	0	0	0
PULASKI	2	0	*	*	0	0	0	0	0	0
PUTNAM	7	1	0	0	1	0	0	0	0	0
RANDOLPH	7	0	*	*	0	0	0	0	0	0
RIPLEY	3	0	0	0	0	0	0	0	0	0
RUSH	3	1	*	*	1	0	0	0	0	0
SAINT JOSEPH	31	10	1	0	3	1	0	1	0	4
SCOTT	8	3	0	0	3	0	0	0	0	0
SHELBY	13	1	0	0	1	0	0	0	0	0
SPENCER	4	0	0	0	0	0	0	0	0	0
STARKE	4	2	*	*	2	0	0	0	0	0
STEUBEN	9	2	0	0	0	1	0	0	1	0
SULLIVAN	3	0	*	*	0	0	0	0	0	0
SWITZERLAND	1	0	*	*	0	0	0	0	0	0
TIPPECANOE	17	5	3	0	2	0	0	0	0	0
TIPTON	3	0	*	*	0	0	0	0	0	0
UNION	1	1	*	*	1	0	0	0	0	0
VANDERBURGH	11	1	0	0	0	0	0	1	0	0
VERMILLION	7	1	0	0	0	0	0	0	0	1
VIGO	6	2	1	0	0	0	0	1	0	0
WABASH	6	2	*	*	1	0	0	0	0	1
WARREN	1	1	*	*	1	0	0	0	0	0
WARRICK	13	2	0	0	0	1	0	0	0	1
WASHINGTON	5	0	*	*	0	0	0	0	0	0
WAYNE	10	3	0	0	3	0	0	0	0	0
WELLS	5	1	0	0	1	0	0	0	0	0
WHITE	7	2	0	0	2	0	0	0	0	0
WHITLEY	4	0	0	0	0	0	0	0	0	0
TOTAL	909	221	18	14	74	14	21	27	22	31

*County does not have an Interstate.

Conclusion

Speeding, especially driving too fast for conditions is a major contributing factor in fatal crashes. Driving in excess of the speed limit is more prevalent among younger male drivers. Those who speed also tend to not wear safety restraints, making them more likely to be injured in a crash. The number of fatal crashes over the past 10 years that involved speeding has tended to remain constant at approximately 200 crashes each year. However, with the decrease in the total number of fatal crashes since 1999, the percent of speed-related fatal crashes involving speeding has increased. Between the years 1994–1999, speeding was a factor in 26 percent of fatal crashes. This percent has increased to 28 percent and 27 percent in 2000 and 2001, respectively. Also, it is interesting to note that only a small percent of these crashes occur on Interstates. Some of the speeding fatal crashes (driving too fast for conditions) happen on snow covered or icy roads. Keeping drivers at or below the posted speed limits would help reduce the number of traffic-related fatalities in Indiana. Moreover, reinforcing the need to wear safety restraints, regardless of the roadway type, road conditions, trip length, or vehicle type, will save countless lives and prevent numerous unnecessary injuries each year.

This publication was prepared on behalf of the Indiana Criminal Justice Institute by Purdue University's Center for the Advancement of Transportation Safety. All information contained within was gathered from the Fatality Analysis Reporting System (FARS) Web-Based Encyclopedia provided by the National Highway Traffic Safety Administration (NHTSA) available at <http://www.fars.nhtsa.dot.gov>. All figures are considered current as of December 2002. Please direct any questions concerning data in this document to the Center for the Advancement of Transportation Safety, Purdue University, Potter Engineering Center, Room 322, 500 Central Drive, West Lafayette, IN, 47907-2022.